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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong, 4th March, 1907. 81

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3.45 a.m. to 5.45 a.m. ... Every 15 minutes.
5.45 a.m. to 7.45 a.m. ... Every 10 minutes.
7.45 a.m. to 9.45 a.m. ... Every 15 minutes.
9.45 a.m. to 11.45 a.m. ... Every 10 minutes.
11.45 a.m. to 1.45 p.m. ... Every 15 minutes.
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3.45 p.m. to 5.45 p.m. ... Every 15 minutes.
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Hongkong, 27th April, 1908. 304

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Hongkong, 30th April, 1908.

29

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dresses with communications addressed to the
Editor, not for publication but as evidence of good
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 30TH, 1908.

THE Newchwang Chamber of Commerce
cannot, in all probability, consist of many
merchants, and of its comparatively small
number of constituents it would be un-
reasonable to deny that some may have
fallen under the influence of what our
Tientsin correspondent has called the un-
reasonable anti-Japanese sentiment that has
been and is being assiduously cultivated in
the north. In these circumstances, it may
be that we are not obliged to accept its
lead with regard to the Fukumen Railway
question. There is our natural inclination
to support the interests of a British Syn-
dicate, of course, and incidentally it may be
as well to admit that any British support of
the Newchwang Chamber's attitude would
be on the face of it, pro-British rather than
pro-Chinese. No one believes that Japan
fought the Russians with the purely al-
truistic motive of restoring Manchuria to
the Chinese, and we are not going to lend
any countenance to the suggestion that the
anti-Japanese motions of the Newchwang
merchants and others are inspired solely by
a desire to see the Chinese sovereignty
restored intact. The British Government's
decision is against the British Syndicate and
against Chinese claims in this instance, and
Hongkong has very good reason for falling
into line with the Imperial Government, in
the fact that the Japanese provision for
bidding a competing line is practically
duplicated in that convention with China by
which Britain safeguards the interests
of the Kowloon-Canton Railway. If China'sright to construct the Fukumen line parallel
or nearly parallel with the South Manchuria
Railway had been admitted, it would have
been impossible to deny her right to con-
struct a competitive line at this end of the
Empire, which we certainly have been
protesting against at the first suggestion of
its likelihood. The *Japan Daily Mail* deals
analytically and lucidly with the arguments
of the Newchwang Chamber of Commerce,
which were published in our columns. Its
best point seems to be as follows:

It seeks to prove too much. Thus, after
denying that branch lines running westward
from the South Manchuria Railway system
would be a sufficient substitute for the proposed
Fukumen road, the Resolution of the Chamber
adds that such lines would necessarily do
incalculable injury to the prospects and trade of
the port of Newchwang, which is the natural
outlet and distributing base for the country in
question by diverting from it Tairen its
legitimate trade. If this proposition be care-
fully considered, it amounts to a distinct
admission that the Fukumen road would be
seriously detrimental to the prosperity and trade of
the South Manchuria Railway. For if by amending
the Fukumen road feeders of the South
Manchuria Railway "incalculable injury"
would be done to the prospects and trade of
Newchwang, which for the purposes of the
Chamber's argument is considered solely with
reference to the Chinese railway system, then
does it not plainly follow that the construction of
the Fukumen line would do incalculable
injury to the prospects and trade of Tairen, in
other words to the prospects and trade of the
South Manchuria Railway?

But for our part we see no reason now to
debate the point whether the British
Syndicate's undertaking would be detrimental
to the Japanese line. The British
Government has decided that on that point
the Japanese decision must be accepted as
final, and as Japan's decision is against the
Hsiamtin-Fukumen line, there is no more to
be said, except by those who are not
afraid to stir up antagonisms and bad feelings
regardless of consequences.

There were five plague cases yesterday, mak-
ing the total at date 117.

We are asked to say that the Rev. Arthur
D. Stewart, M.A., will give a lantern lecture
this (Thursday) evening at 6 p.m. in the British
School, Robinson Road, Kowloon, illustrating
the work of the Church Missionary Society in
and around Hongkong. The lecture is arranged
in connection with the Juvenile Auxiliary of
the Hongkong C. M. Association, and is free
to Ministers and M. Clemenceau were present.

THE KING IN STOCKHOLM.

Rudyard Kipling in his "Letters to the
Family from Canada" has the following:—In
reply to the question why they preferred Scan-
dinavian settlers, "The answer was explicit."
Because the *Roskevets-met och lefver saut*
out here. Because the English are rotten with
Socialism. Because the English don't fit with
our life. They kick at our way of doing things.
They are always telling us how things are done
in England. They carry trifles! Don't you
know the story of the Englishman who lost his
way and was found half-dead of thirst beside a
river? When he was asked why he didn't
drink, he said: 'How the deuce can I without
a glass?'

In reply to Mr. Ross, M.P., who pointed out
that the mortality from fever in India is
greatly in excess of that occasioned by other
diseases, and that opium is a recognised specie
and an absolute necessity to certain races and
tribes for the treatment of this disease, and
asked whether, in the arrangements for reducing
the cultivation of opium the supply of sufficient
quantities for use for medicinal purposes will be
safeguarded. Mr. Morley states that he has no
doubt that in any further regulations which the
Government of India may make for the
restriction of the opium habit in India, the
special circumstances of particular tribes or
races, necessitating a supply of the drug for
medicinal purposes, will receive due considera-
tion.

It is stated in a Mukden telegram to the
"Asahi" that in consequence of a strong appeal
by Tang Shao-yi, Governor of Mukden, in regard
to the present financial difficulties in Manchuria,
the Peking Government has complied with his
request to be allowed to float a foreign loan of
Taels 10,000,000 guaranteed by the Finance
Department. Taels 5,000,000 will be utilized
by the Department, while the remainder will
be employed in Manchuria. On his return to
Mukden from Peking, Tang Shao-yi will call
on H.E. Yuan Shih-kai to ask him to transact
the gold mines on the Amur, and some others
which are under the control of the Viceroy of
Peihli, to the jurisdiction of the Viceroy of
Manchuria for the purpose of relieving the
integrity of the Chinese possessions.

It was long ago perceived that to admit the
political control of either Russia or Japan over
the so-called "railway zone" in Manchuria,
including as they do the principal commercial
depots, and capable as they are of indefinite
expansion of their boundaries at the whim of
the leaseholders, would soon completely defeat
Mr. Hay's dream of the open door in Manchuria.
Therefore, a quite definite policy has been
adopted by the State Department, the very
foundation of which is the application by Ameri-
can Consular officials in Manchuria for Chinese
extraterritoriality. This is by no means pledging to
Japan, but it is believed that the United States
is fully supported in its policy by the great
commercial nations of Europe which have large
trade interests in the Far East.

The Times correspondent dated the following
telegram April 2nd. I arrived here, travelling
overland from Tongking through the provinces
of Yun-nan, Kweichow, and Hu-nan—a painful
journey, in which I met with invariable
friendlessness from all classes. The remarkable
movement in restricting the growth of the
poppy, which I reported from Yun-nan, has
not extended to the adjoining province, where
cultivation is unchecked, though even there
large numbers of opium dens have been
closed. There is a noticeable increase in
the thin barbers, China with incredible folly,
apparently expecting to recoup the anticipated
loss of opium revenue by further impeding
trade, upon the unhampered movement of which
depends China's future prosperity. An increase
in the number of modern schools and in the
craving to learn is to be observed, but there is
a pitiful lack of competent teachers. The
country generally is prosperous, and the
harvests are good.

Nat Gould, that prolific and popular sporting
writer, has another of his productions on the
market. "A Hundred to one Chance," published
in paper covers at 6d., is a sporting story with a
dramatic love interest and is certain to appeal
to many readers. Mr. John Long, London, is
the publisher.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FURTHER NAVAL DISASTERS.

LONDON, April 20th.

The torpedo boat destroyer "Gala" has
been sunk by the scout "Attentive." Eng.-Lieut. Fletcher was killed
but the other members of the crew of the "Gala" were saved. The "Attentive," temporarily unmanageable,
collided with and damaged the destroyer "Ribble."

In addition to these an explosion
has taken place on the battleship
"Britannia" whereby five men were
injured.

[REUTER'S SERVICE.]

THE CRUISE OF THE AMERICAN
FLEET.

LONDON, April 27th.

Canada has invited the American Pacific
fleet to visit Columbia.

THE MEMORIAL SERVICE AT
WESTMINSTER ABBEY.

LONDON, April 27th.

The King has directed that the flags on
Government buildings be half-mast to
day, on the occasion of the service in West-
minster Abbey. The Prince of Wales will
represent the King and Queen.

LATER.

Westminster Abbey was thronged at the
Memorial Service to the late Sir Henry
Campbell-Bannerman, and there was an
enormous crowd outside. Three carriages
filled with flowers headed the procession
from Downing street to the Abbey. The
Prince of Wales, all the Cabinet Ministers,
the leading Politicians, Ambassadors
Ministers and M. Clemenceau were present.

THE KING IN STOCKHOLM.

LONDON, April 27th.

King Edward replying to the toast at a
banquet said he entirely concurred with
King Gustaf's favourable views concerning
the Baltic and North Sea Agreements, and
conducive to the peaceful development of the
Northern countries and the maintenance of
an everlasting peace.

CORRESPONDENCE.

BLINDERPEST ENDED.

TO THE EDITOR OF THE "DAILY PRESS."

29th April.

SIR,—In your report in to-day's issue, of
Rinderpest at the Dairy Farm, the impression
is given that disease is still existing there. The
object in bringing the subject before the
Sanitary Board was to state that the outbreak
of Rinderpest was at an end.

Yours truly,

ADAM GIBSON,

Colonial Veterinary Surgeon.

INTERESTS IN MANCHURIA.

AMERICAN SUPPORT OF CHINA.

Washington, March 31.

It is learned at the State Department that
representations have been made by Russia on
the subject of the attitude of Mr. Fisher, the
United States Consul in Harbin, who since his
arrival at that place in January, 1907, has
consistently maintained that he is accredited
solely to the Chinese Government and has
supported the protests addressed by the Taotsi
to the Russian Governor, and the foreign
Consuls against the Russian claim for the
establishment of independent municipalities at
Harbin and Hailar on the "railway territory."
The important fact has also been ascertained
that Mr. Fisher was not acting on his own
initiative in declining to seek the permission
of the Russian officials in Manchuria to
exercise his Consular functions. On the
contrary, it is understood that he is simply
carrying out a carefully-considered plan of the
State Department to bring about through proper
means the recognition not only by Russia but
also by the other nations interested in Manchuria
of the integrity of the Chinese possessions.

It was long ago perceived that to admit the
political control of either Russia or Japan over
the so-called "railway zone" in Manchuria,
including as they do the principal commercial
depots, and capable as they are of indefinite
expansion of their boundaries at the whim of
the leaseholders, would soon completely defeat
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SUPREME COURT.

Wednesday 29th April.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(Sir F. Piggott).

CRIMINAL CONVERSATION ACTION.

The action brought by Thomas Alexander
Mitchell against John Liann was a trial of
issue of law. The Hon. Mr. H. E. Pollock,
K.C., instructed by Mr. Stevenson, of Messrs.
Dason, Looker and Deacon, appeared for the
plaintiff and Mr. J. M. Slade, instructed by Mr. J.
Scott Harston, appeared for the defendant.

The statement of claim was:

(1) The plaintiff is a master mariner in
the employment of the Indo-China Steam Navigation
Company, Ltd., of which Jardine Matheson
and Company Ltd. are the agents in this
colony.

(2) The defendant is an architect of No. 64
Queen's Road Central, Victoria.

(3) The defendant on the 12th and 13th days
of October 1904 and on the 11th and 12th days
of December 1904 and on divers other dates
before and after the said date, wrongfully,
wickedly and unjustly debauched and carnally
known one Henrietta Maud Mitchell, then being
the wife of the plaintiff and bearing his name.

(4) In consequence of the said misconduct
of the defendant with the said Henrietta
Maud Mitchell, the plaintiff took legal
proceedings in the First Division of the
Court of Session, Edinburgh, Scotland, against
the said Henrietta Maud Mitchell, his wife,
praying for a divorce from her on account of her
misconduct with the said defendant.

(5) Eventually, namely, on the 7th day of
November, 1904 and after evidence as to the
said misconduct had been taken on commission
in Hongkong, the said Court found that im-
proper conduct between the defendant and the
said Henrietta Maud Mitchell had been proved
and pronounced a decree of divorce against the
said Henrietta Maud Mitchell accordingly.

(6) The costs which the plaintiff has either paid
or become legally liable to pay of all incidental
to the said divorce proceedings amount to the
sum of \$15,175.10.

The plaintiff therefore claims (1) Payment
by the defendant to the plaintiff of the sum
of \$10,000 as damages for the improper conduct
of the defendant in connection with the said
Henrietta Maud Mitchell and also payment by
the defendant to the plaintiff of the further sum
of \$15,175.40 being special damages incurred
by the plaintiff and in connection with the
said divorce proceedings.

Mr. Slade said he appeared to argue a
question of law which arose on the pleadings,
a question which was raised under the modern
practice in the place of the old demurrer. He
was in fact demurring to the statement of
claim as disclosing no cause of action which was
not set out in paragraph 3, and paragraph 5
set out that decree had been pronounced and
stated the amount of costs which had been paid
by the plaintiff. These were items of special
damages. There was no original claim upon
the divorce proceedings because the defendant
was not a party to them. As his Lordship
would see \$10,000 was claimed from defendant
for improper conduct in connection with
Henrietta Maud Mitchell and the further sum
of \$15,000 was claimed as special damages incurred<br

A BOOK FOR SCOTS.

Mr. Frank Adam, of Kuala Lumpur, Selangor, has laid all Scots under a debt of gratitude by his latest work, "The Clans, Septs and Regiments of the Scottish Highlands," which may be regarded as an authority on the subject with which it deals. Its aim in the author's own words, "is the presenting in condensed form an epitome of information relating to tartans, Highland clan matters, Scottish Regiments, and, as far as possible, Clan septes," and that he has accomplished this object will doubtless be admitted by all who read the book. Mr. Adam, whose credentials to write on things Scottish are seen in the letters F.R.G.S. and F.S.A. Sot, appended to his name, has drawn information from a great many sources and he has compiled this so admirably that not only does the work constitute a book of reference but it is so attractively written that it affords interesting reading to Scots and others. For instance it is not generally known that the Highland "clan" system did not take its rise until the thirteenth century. Scottish historians agree that the inhabitants of Caledonia had nobles or leaders among them in the first century, and when the great Celts Earls became extinct, the development of the clan system followed. This system was based on the law of tanistry, as opposed to the Norman-Saxon feudal system. According to the law of tanistry the fittest male member of the family of the head of the tribe was chosen as their chief, whereas, according to the feudal system the succession was hereditary, passing from father to son. In the feudal system property was inherited by the eldest son from his father but by the law of gavel in the Picto-Scottish community the property was divided in fixed proportions among the family. The position of the chief under the law of tanistry was that of leader of the tribe and guardian of his and their land. Mr. Adam traces the genesis of the Highland clan system from the eleventh century when King Malcolm Canmore attempted to introduce the feudal system, among his Celtic subjects, thereby acquiring a greater power than he enjoyed by the system of tanistry. As this policy was continued by Malcolm's successors, it produced many rebellions, but though feudalism was established in the Lowlands, tanistry reigned supreme in the Highlands until 1745. To protect themselves from the aggressions which the feudal system sought to impose upon them the different little communities into which the population of the Highlands was divided selected chiefs on account of their superior position, courage or talents, and in this way arose the clan system which played such a great part in the history of Scotland. A patriarchal system of government, a sort of hereditary monarchy founded on custom and allowed by general consent rather than regulated by laws, was thus established over each community or clan in the person of the chief. The domestic customs of the Highlanders were very different from those of the Lowland Scots. One of the most interesting mentioned by Mr. Adam is what was called handfasting. "It consisted of a species of contract between two chiefs, by which it was agreed that the heir of the one should live with the daughter of the other as her husband for twelve months and a day. If during that time the lady became a mother or proved to be with child, the marriage became good in law, even though no religious ceremony had been gone through. Should, however, before the end of the above period there not have occurred any appearance of issue, the contract was considered at an end, and each party was at liberty to marry or handfast with any other. Strange though this custom may appear in the light of modern society, yet it must be admitted that its legalisation did much to ensure the direct lineal succession of the chiefs and to avoid succession disputes. Another remarkable custom was fosterage, which consisted in the mutual change by different families of their children for the purpose of being nursed and bred. Even the son of the chief was so entrusted during popularity to an inferior member of the clan." The author denies the imputation that the clans were little more than bands of rascars and that it is difficult to disabuse the popular belief in the "wild Highlander" whom Sir Walter Scott made so picturesque. Certainly the Gael had his own code of morals, but it is generally admitted that he did not worry himself over the differences between *meum et tuum* and it will take more than one quotation which Mr. Adam offers to disprove this. His eulogy of the clan system is very eloquent, and most readers will agree that "it must have had something inherently grand about it." Never in the history of the world has a system of government developed such instances of paternal attachment by the rulers to their subjects of devotion of the subjects to their chiefs. It was but fitting, therefore that such a noble dispensation should expire on the field of battle instead of dying by reason of a lingering decay."

Two chapters are given to brief accounts of clans and septs, and another is devoted to Highland surnames. In the latter reference is made to the transmogrification of Highland names which is going on in the United States where we find "Urquhart" for Ferguson, McColister for MacAllister, Ferguson for Ferguson, Cawthon for Colquhoun, McCloud for MacLeod, MacGillivray for MacGillivray, McCullum for MacCallum, Chisham for Chisholm, McKlein for MacLennan, McGlandin for MacLanchan, MacCoy for Macrae, McCawley for Macaulay, etc." The author also points out that North America is responsible for an extension of clan names, Highland names having become domesticated among the Indians as the result of the infusion of Scotch blood among the copper-coloured races.

The evolution of the Highland garb is the subject of another interesting chapter, and the author writes instructively on the subject of Highland music. As is well known the bagpipe has eclipsed all other musical instruments in

the Highlands since the middle of the 18th century, and it is now regarded as the national instrument of Scotland. How far this is true is not for us to say, though we have a suspicion that popular as the pipes are in Scotland there are many who will not admit this claim. All Scottish regiments, whether Highland or Lowland, are now provided with pipe bands and there can be no doubt of the military value of the bagpipes with their martial strains which rouse the soldiers as no other instrument can to deeds of reckless bravery. The Pibemor of great Highland bagpipe has outlived the Lowland or Northumbrian bagpipe and the Irish Union Pipe, and only one regiment in His Majesty's forces possesses an Irish pipe band. That is the 4th Battalion of the Royal Inniskilling Fusiliers. It is surprising to learn that the bagpipes have been used in religious services, and the author tells a good story of an admiral who being commander of a guardship and allowed one musician on board, chose a piper "seeing my ship was on a Scottish station. When we were transferred to one of the large naval stations on the south coast of England I took my piper with me, and he proved one of the most successful missionaries I have ever come across. On Sundays the Protestant members of my crew were marched through the dockyard to church with the piper playing at their head. The distinction was envied by many of the men who were Catholics that much to the indignation of the priest; the Catholics forsake their own place of worship in order to stand behind the piper to the Protestant church." We know from experience in the East that bagpipe playing is not confined to the British Army. It flourishes in the Indian native army and among other Orientals the pipes are very popular. To the Indian army belongs the credit of a striking innovation in bagpipe playing. One of the cavalry regiments actually boasts a mounted band of pipers. The players have two sets of reeds, one which they hold in their hands when not playing and the other fastened to their legs by which they control their mounts when their hands are occupied with the pipes. The account of the Highland regiments, past and present, and of the Lowland Regiments are very interesting, but the feature which makes the book most valuable is the coloured plates of tartans, the list of clans with their tartans, armorial bearings, etc., the alphabetical list of clan septs and dependents showing the clans with which they are connected, and a variety of information which must be appreciated by the Scot who wishes to know all he can about his forebears. The book is published by Messrs. W. and A. K. Johnston, Edinburgh and London.

BRUCE, PEEBLES & CO., LTD.

(IN LIQUIDATION)

The balance sheet, made up from the books at 14th February, 1908, reads as follows:-		
LIABILITIES.		
Share Capital.....	£ s. d.	£ s. d.
30,000 Preference shares of £5 each, fully paid.....	15,000 0 0	
28,381 Ordinary shares of £5 each, fully paid.....	141,905 0 0	
Debentures.....	75,000 0 0	281,905 0 0
Interest accrued.....	1,552 18 9	78,352 18 9
Doubts due by the Company, including £5,000 due to Sub-Contractors.....	160,150 10 8	41,614 10 6
Overdraft at bank.....	11,556 14 4	
Social Reserve account.....	27,000 0 0	
GENERAL RESERVE ACCOUNT.	4,017,570 5 3	
ASSETS.		
Land and buildings.....	40,000 0 0	
Plant, machinery, tools and fixtures.....	60,540 4 7	
Trade marks, patents, and goodwill.....	23,657 10 2	
Stock, stores, work in progress, and finished work.....	70,780 7 8	
Debts due to the company, including balances on current accounts.....	87,124 9 10	
Cash on hand and in bank.....	1,498 7 6	
Shares and debentures in power and traction companies.....	119,744 7 0	
Endowment Policies.....	1,300 0 0	
Special reserve fund investments.....	11,327 2 0	
Profit and loss balance.....	163,086 15 4	
	287,570 5 3	

CHINESE SOLDIERS AT SOOCHOW.

A serious disturbance took place at Soochow near Shanghai recently. It appears that on the night of the 14th instant the Chan Man Chinese theatre, which is situated outside the Settlement, was entered by eight or nine soldiers, who tried to obtain admission without paying the usual charge. The manager refused the soldiers admission, whereupon they attacked and seriously assaulted him. The police were called in, but the soldiers stripped the policemen of their uniforms and bodily knocked them about. Several of the soldiers were secured, however, and taken to the police station.

The friends of the disturbers of the peace went off post-haste to the barracks and obtained the assistance of about 150 other soldiers and these, led by their officers with drawn swords, entered the theatre and began to wreck it. There were some 700 persons in the building at the time and the soldiers refused to allow them to leave until they had stripped the women of their jewellery. The soldiers then went off to the Police Station and delivered an ultimatum that they would burn down the theatre and wreck the Mixed Court and Police Station, unless their comrades were released. The prisoners were set at liberty to prevent more serious trouble. The soldiers who caused the disturbance are said to be a portion of the troops sent from Nanking to suppress the pirates in the district.

"The Fruit of the Tree" by Edith Wharton is distinctly a feminine book. The author attempts to deal with the social problems arising from the relations between capital and labour, but her treatment of the subject is neither attractive nor convincing and her story is spoilt by improbabilities. Messrs. Macmillan and Co., London, are the publishers.

THE JAPANESE BOYCOTT.

The N.C. Daily News of April 23rd says:- The following telegram, dated April 16th, and translated by the "Koko Herald" has been received by the "Asahi" from Hongkong. It presents a startlingly new view of the boycott. The suggested investigation by foreign firms is interesting but unconvincing:-

"All the leading Japanese firms here admit that they have incurred serious losses through the boycott and take a pessimistic view of the future prospects. So far, the shipping business has suffered most, the American and Australian services of the N.Y.K., the South American and San Francisco services of the T.K.K., and the South China service of the O.S.K. being the most affected. The N.Y.K. and T.K.K. vessels can obtain scarcely any passengers or cargo. Messrs. Douglas and Co. appear to be the only ones still trading. The Muji and Nippon Fire Insurance Companies and Tokyo and Nippon Marine Insurance Companies are each losing business at the rate of over \$20,000 a month. Japanese coal and matches, which the Chinese cannot dispense with, are being sold, but all articles which can be replaced by foreign goods are suffering greatly. The Hongkong Government has prohibited newspapers from publishing inflammatory articles. It is also controlling the dispatch of boycott manifesto, removing provocative placards, and generally doing all it can to check the movement. It is now clear that the boycott is not an unimportant matter which it was first considered to be in Japan." The action of the British, American, German and Dutch merchants calls for Japanese attention. At present no one has discovered any adequate means to stop the boycott, and in some quarters it is thought that the only thing to do is to let events take their course, as interference might only render the situation worse. With regard to Japanese marine products and some miscellaneous goods, the boycott may not continue for long, as there is reason to believe that foreign articles cannot compete with them owing to their cheapness, and the damage to the shipping business will undoubtedly be great.

It is reported from Nagasaki that the Chinese have decided not to buy Japanese marine products or other merchandise on and after April 1 (Chinese calendar). As marine products are the largest export to China from the port, the effect of the decision will be considerable. The Nagasaki Chamber of Commerce held a meeting on April 17, with a view to asking the Government to take steps in the matter.

A well informed correspondent writes from Hongkong or Canton to the same contemporary, as follows:-

"As to the exact position of the Boycott Association, and the real hold it has over the members who have subscribed to its conditions, we are unable to give very exact information. It is a wide question. There can be no doubt that there are many traders who are willing to take a blow at Japan by ceasing to sell the latter's manufacture; on the other hand there would seem to be plenty of these manufacturers on sale as one passes through the streets and looks into the shops. As a Chinese gentleman said to me on the railway last week, 'Where can the Chinese get these things made so cheap as in Japan?' Meanwhile the political side of the question is by no means settled. Telegrams continue to arrive from Peking ordering the Viceroy to put a stop to these agitations at once. If this were done with a rough hand there would certainly be trouble. Thus further it has just come to hand through the Japanese Consul that inquiries as to whether the officials who took part in the arrest of the vessel have been degraded and lost their buttons or not are being made. Evidently the political complications have not yet been straightened out and cannot, without some further concessions, be settled.

THE FATE OF THE ABBE LOISY.

It is with regret, though indeed without much surprise, that we read of the major excommunication pronounced upon the Abbé Loisy. "No less than this was to be expected when, four years ago, his writings were declared heretical by the Holy Office of the Inquisition and were placed upon the Index. Loisy, like Molinard, Alvarat and Father Tyrrell, had set himself against the powers that be in matters of doctrine, and like them he has been crushed. His professional chair in Paris was taken away from him soon after the condemnation of his works; and a year ago he was forbidden to say Mass. It is stated his present excommunication is pronounced by the express command of the Pope, of whom he was the first to be excommunicated.

Mr. Seton explained that the object of the expedition—which was a private one, organized, equipped, and directed solely by himself—was the geographical and zoological exploration of the barren grounds, or Arctic portion, of the mainland north-west of Hudson Bay. The region in question had been crossed by other travellers, but it had not been explored, and large areas of it were quite unknown. The expedition left the railway at Edmonton on the Canadian Pacific Railway in May last, and at the Athabasca landing set out by canoe for a voyage of 1,000 miles to the Arctic barrens, the land of the caribou, or American reindeer. For 400 miles the route was down the river that crosses the great Canadian wheat belt, in which were lying idle grain lands enough, probably, to feed the Empire. Partly overlapping the wheat belt, but extending further north, was the great Canadian Forest, which stretched 3,500 miles from the Atlantic to the Pacific, with a width of about 500 miles. The timber there was mainly spruce, and promised a supply of wood and pulp sufficient to serve the Empire for generations, if not indefinitely. The northern edge of the forest was the beginning of the Arctic region, though here not within the Arctic circle. This was crossed on August 1, and from then until September 15 the explorer's time was devoted to geographical and zoological research. Several weeks were given to compass surveys of lakes Aylmer and Clinton-Colden. Two great rivers were here discovered, one, running into Aylmer lake from the north, was, by permission, named after the Governor-General of Canada, "Earl Grey's river," the other, running into the east end of Clinton-Colden lake, was, by permission of the Premier, named "Laurier river." The zoological results also were of some importance. No new animals were discovered, but much new light on known species was gained. It was particularly gratifying to know that the expedition demonstrated the existence of a considerable herd of American bison on the Slave river. Afterwards, they found the musk ox of Aylmer lake, and it was shown that the caribou still existed in millions as in the most primitive times. On September 15 the return journey began, and on November 1 the expedition was safely landed without mishap at Athabasca landing. The journey, without hardship, was a delightful summer trip, marred only by the annoying swarms of blood-thirsty mosquitoes that gave no peace day or night.

Miss Mary Vaughan, of Hangzhou, China, for 20 years C.M.S. missionary in Mid-China, who died on January 8, aged 58 years, left estate in the United Kingdom valued at £18,57 gross, with net personal £18,43. By her will she left £1,000 to the British and Foreign Bible Society, her house and land at Hangzhou, China, to the Church Missionary Society for the use of the Mid-China mission, and £1,000 to the Hospital at Hangzhou. Miss Vaughan left the residue of her estate, after the payment of £3,050 in private bequests, to the Church Missionary Society.

CHINA MISSIONARY DIES WORTH \$185,000.

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WORK FOR UNEMPLOYED.

NEW PATENTS ACT IS BRINGING CAPITAL TO ENGLAND.

"Before long" said the President of the Board of Trade recently, "the new Patents Act would provide employment for tens of thousands of British workmen."

"All the leading Japanese firms here admit that they have incurred serious losses through the boycott and take a pessimistic view of the future prospects. So far, the shipping business has suffered most, the American and Australian services of the N.Y.K., the South American and San Francisco services of the T.K.K., and the South China service of the O.S.K. being the most affected. The N.Y.K. and T.K.K. vessels can obtain scarcely any passengers or cargo. Messrs. Douglas and Co. appear to be the only ones still trading. The Muji and Nippon Fire Insurance Companies and Tokyo and Nippon Marine Insurance Companies are each losing business at the rate of over \$20,000 a month. Japanese coal and matches, which the Chinese cannot dispense with, are being sold, but all articles which can be replaced by foreign goods are suffering greatly. The Hongkong Government has prohibited newspapers from publishing inflammatory articles. It is also controlling the dispatch of boycott manifesto, removing provocative placards, and generally doing all it can to check the movement. It is now clear that the boycott is not an unimportant matter which it was first considered to be in Japan." The action of the British, American, German and Dutch merchants calls for Japanese attention. At present no one has discovered any adequate means to stop the boycott, and in some quarters it is thought that the only thing to do is to let events take their course, as interference might only render the situation worse. With regard to Japanese marine products and some miscellaneous goods, the boycott may not continue for long, as there is reason to believe that foreign articles cannot compete with them owing to their cheapness, and the damage to the shipping business will undoubtedly be great.

"The following report was taken from the "Brooklyn Eagle" of March 26:-

The full Committee on Judiciary of the House discussed for two hours to-day the report of the sub-committee that investigated the charges against Judge L. R. Wilfley, of the United States Court of China, filed in an impeachment resolution by Representative George E. Waldo of Brooklyn. The discussion developed the fact that the report is not at all satisfactory, and that there will be a lively fight before the matter is disposed of.

A member of the committee stated to the "Eagle" correspondent after the hearing that the evidence showed that Lorin Andrews, the Brooklyn lawyer, had had a mighty rough ride at the hands of Judge Wilfley and that there was a strong feeling in the committee that the matter ought not to be dropped by the adoption of the sub-committee's report, even though it contains a stinging rebuke for Wilfley along with the "vindication".

"I think Judge Wilfley ought to resign,"

said this member. "Undoubtedly, a move will

be made in the committee for his impeachment.

American machine tool makers are also stated to have entered upon negotiations, and to be anxious to complete them. Many of their patents are more than four years old, and they therefore come within the immediate operation of the Act, and are liable to have their patents revoked upon application by any person to the Comptroller-General of the Patents Department of the Board of Trade, if they do not compete with them owing to their cutlery of various kinds.

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compete with them owing to their cutlery of various kinds.

The Belgian Consulate had numerous

inquiries, but have referred all to various

British Consuls in that country.

In all, many thousands of patents are granted

and the foreign section includes a

very considerable number. But the common

belief that terms are made harder and fees

increased against them by the new Act appears

quite unfounded.

The "Board of Trade Journal" is informed

from the British

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m., on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 6th Ed. Lieber's. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG CLUB.

NOTICE.

DURING the Absence of Mr. C. H. GRACE on leave, Mr. JAMES CRAIK has been appointed ACTING SECRETARY. H. P. WHITE, Chairman, Hongkong, 1st April, 1908. 778

HONGKONG CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on THURSDAY, the 14th May, 1908, at 5.15 p.m. for the purpose set forth in the Notice posted in the Hall of the Club. By Order, JAMES CRAIK, Acting Secretary, Hongkong, 30th April, 1908. 780

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NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED that the Partnership subsisting between the undersigned under the name and style of COOPER & CO., has been DISSOLVED by Mutual Consent, as from first day of JUNE, 1908, and the Business is TAKEN OVER by P. N. COOPER solely as from that date; the Interest and Responsibility of HOMESTEAD BUTTONES in the said Firm having CEASED from that date. HOMESTEAD BUTTONES, PESTONJEE N. COOPER, Hongkong, 30th April, 1908. 779

NOTICE.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY: STEAM FOR FIUME AND TRIESTE (DIRECT), Callao and SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID, taking cargo at throng rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and AEGEAN PORTS.

THE Company's Steamship "CHINA," Captain Petris, will be despatched as above, or about MONDAY, the 25th May. This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, 30th April, 1908. 3

NOTICE TO CONSIGNERS.

THE P. & O. S. N. Co.'s Steamer, "DELTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:— From London, &c., ex.s.s. Victoria. From Persian Gulf ex. B. I. S. N. and B. & F. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th May, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent, Hongkong, 29th April, 1908. [1]

NOTICE.

I, the Undersigned having obtained a deed of separation from my Wife AUGUSTA ALLEN, wish to announce to the Public, that I shall not (as already published) be responsible for any debts hereafter incurred by her.

F. ALLEN, Plague Inspector, Hongkong, 27th April, 1908. 782

WANTED.

At the Peak, a Five or Six-Roomed HOUSE Unfurnished, if possible with Tennis Court. Apply by letter to

Box 1625, Care of "Daily Press" Office, Hongkong, 27th April, 1908. 765

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY)

SATURDAY,

the 1st and 2nd May, 1908, at 2.30 p.m. at their Sales Room, No. 8, Des Voeux Road, corner of Joo Chaw Street,

A Large Assortment of JAPANESE CURIOS, comprising:—

CARVED CHERRYWOOD SOFAS, TABLES, CHAIRS, STANDS, MOTHER-

PEARL INLAID SCREENS and

PANELS, SILK-EMBROIDERED

SCREENS and PARASOLS, WALL

HANGINGS, KINKOSAN SATSUMA

VASES, IVORY CARVINGS, TORTOISE-

HELL ORNAMENTS, ARITA and

M-KUDZU WARE, OLD IVORY

NETSUKE, INRO, LACQUERED

WARE, BUDDHAHS and TEMPLE

ORNAMENTS, OLD CLOISONNE

VASES, &c., &c., &c.

Catalogues will be issued.

TERMS—As Usual.

HUGHES & HOUGH, Auctioneers,

Hongkong, 28th April, 1908. 771

TO LET

TO LET

HOUSE in KENNEDY ROAD, Healthy Locality. FOUR-ROOMED HOUSE in Morrison Hill Gap Road, Suitable for Married Couple with Small Family. Rental low.

EUROPEAN FLATS in "WILD DELL BUILDINGS." Rental low.

No. 9, "WILD DELL BUILDINGS" Large and Airy Godown within easy access of the water front.

Apply to PERCY SMITH & SETH, Accountants & Auditors, &c.,

5, Queen's Road Central,

Hongkong, 14th April, 1908. 700

TO LET

ONE FOUR-ROOMED HOUSE at Praya East, near East Point.

Apply to JARDINE, MATHESON & CO., LTD.

Hongkong, 23rd March, 1908. 93

TO LET

"FAIRVIEW," NO. 1, Robinson Road, Hongkong, 6 big Rooms, nice view of harbour.

Apply to MESSRS. J. ULLMANN & CO.,

31, Queen's Road,

Hongkong, 1st April, 1908. 382

TO LET

NO. 27, 31 and 33, SEYMOUR ROAD.

NO. 61, CAINE ROAD.

Apply to SAM WANG CO., LTD.,

81, Queen's Road Central,

Hongkong, 22nd April, 1908. [9]

TO LET

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

HOUSES in Wong Nei Chong Road,

NO. 10, DES VOEUX ROAD CENTRAL,

1st floor.

"HATHERLEIGH," Conduit Road.

OFFICES in York Building.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS and NO. 16B, Des Voeux Road

next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st April, 1908. 36

TO LET

OFFICES in ALXANDRA BUILDINGS.

Apply to SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1908. [91]

TO LET

EITHER Side of the DOUGLAS WHARF.

Terms on Application to—

DOUGLAS LAPEAK & CO., General Managers.

DOUGLAS STEAMSHIP CO. LTD.

Hongkong, 31st March, 1908. 637

TO LET

NO. 2, MACDONNELL ROAD.

Apply to COMPRADORE'S DEPARTMENT,

Nippon Yusen Kaihatsu

Hongkong, 3rd June, 1908. [88]

TO LET

LARGE OFFICE ROOM on First Floor of NO. 16, DES VOEUX ROAD.

Apply to FERD. BORNEMANN,

NO. 16, Des Voeux Road Central,

Hongkong, 23rd January, 1908. 144

TO LET

OFFICES and ROOMS on the 1st and 2nd Floors of NO. 14, DES VOEUX ROAD CENTRAL, (formerly occupied by Messrs. SHAWAN, TOME'S & CO.).

Apply to THE COMPRADORE DEPT.,

JARDINE, MATHESON & CO., LTD.

Connaught Road Central,

Hongkong, 25th February, 1908. 299

TO LET

"GLENWOOD" QUINE ROAD, suitable for a Boarding house or Club. Containing 28 Rooms.

NO. 1, COLLEGE GARDENS, Furnished.

For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor.

From 1st July, 1908.

NO. 8, BELLIOS TERRACE, 1st Row Corner House.

BEACONFIELD ARCADE, Fine Office and Dwelling Rooms.

NO. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldecott MacGregor).

OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

NO. 3, DUDDELL STREET Shop.

NO. 2, DES VOEUX VILLAS (Prax).

NO. 57, PHAYA GRANDE, Macao.

Apply to LINSTEAD & DAVIS,

3rd Floor, Alexandra Building,

Hongkong, 13th April, 1908. [89]

TO LET

FIRST Class European Houses, Lodges, Terrace and Humphreys Avenue, Kow-

loon.

Apply to TAM TSZ KONG,

Care of Hip On Insurance, Exchange and

Loan Co., Ltd., 42, Bonham Strand, West.

Hongkong, 1st October, 1907. 94

TO LET

4 and 5-ROOMED HOUSES in Kowloon.

COMMODIOUS SHOP in Des Voeux Road Central, Hongkong. Immediate possession Moderate rentals.

Apply to HUMPHREYS ESTATE &

FINANCE CO., LTD.

Hongkong, 2nd April, 1908. 646

TO LET

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS

POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS,

Mechanical Animals, Art Relief Novelties.

NOTICES TO CONSIGNEES

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRISGAVIA."

Capt. Giratenbau, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office,

Hongkong, 24th April, 1908.

760

S.S. "YAREA"

COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex ss. "Maico" from Havre ex ss. "Mado," in connection with the above Steamer are hereby informed that their Goods, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence they may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 4th May, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me or before the 4th May, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 4th May, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,

Agent.

Hongkong, 27th April, 1908.

2

MARTIN'S

APIOL & STEEL PILLS

For Ladies. Pills
for all Irritations. Thousands of ladies keep a box of Martin's Pills in their dresser, as they are the best remedy for all kinds of irritation, such as rheumatism, neuralgia, etc. At All Chemists and Stores.
MARTIN, Chemist, SOUTHERNPORT, ENGLAND.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS—Wholesalers and Retail Ironmongers. Pig Iron and Foundry Coke, Importers. General Storekeepers and Ship Chandlers, 35 & 37, KING LOON STREET, (2nd Street, west of Central Market) Telephone No. 515. (60)

MITSU BISHI GOSH KAISHA
(MITSU BISHI CO.)COAL DEPARTMENT
MARUNO-UCHI, TOKYO.

Code Address: "IWASAKI,"
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At ABC, Tel., Westinghouse Coal Co. used.
All Letters to be Addressed:

MANAGER MITSU BISHI Co.

BRANCH OFFICES—
NAGASAKI, MUJI, KOBE, KARATSU,
SHANGHAI, HONGKONG, &
HANKOW.

AGENCIES—
YOKOHAMA: M. ASADA, Eng.
CHINKIANG: Messrs. GEARING & CO.
MANILA: Messrs. MACONBAY & CO.

SOLE PROPRIETORS OF Takashima, Ochi, Nambutsu, Shinawa, and Hojo Collieries and
Agents for MIYAO and KISHIDAKE COALS.

T. MATSUKI, Manager, Hongkong,
No. 2, Pedder Street. 761

THORNE'S
OLD VAT

S 15

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

As supplied to the Agents of Consignees.

STEAMER FORFEIT TO THE CROWN.

THE MAORI KING CASE.

The N.C. Daily News of April 24th say: During the time the Supreme Court has been presided over by Sir Haviland de Saussures several cases of unusual interest and importance have been heard, but none we think, has excited so much interest as that in which judgement was given yesterday. Five Governments—those of Great Britain, China, America, Russia and Mexico—have been directly or indirectly concerned in the exploits of the Maori King, and whatever hardship the Russian owners have suffered, we believe, that the forfeiture of the vessel to the Crown will generally be regarded as the only possible expiation of her misdeeds. These of our renders who have followed the course of the action, and have read the account we published some weeks ago of the vessel's voyage to Madagascar in company with the Baltic Fleet will appreciate the statement that the Maori King has had a career far more eventful than that which usually falls to the lot of a steamer in the prosaic days of the Twentieth Century. For the present, it is only with her history since she became the property of Glueburg and Co. that we are concerned. She was purchased by this firm, whose headquarters are at St. Petersburg in 1904, renamed the "Esperance," and transferred to the French flag. As a supply vessel she accompanied that portion of Admiral Rozhestvensky's fleet that made its way round the Cape, and after an eventful voyage, in the course of which there were several breakdowns in her refrigerating and propelling machinery she was eventually brought to Shanghai for repair. Her owners then decided to sell her, and with this object in view she was chartered to an Australian firm, one of the conditions of charter being that she should be registered as a British vessel. This was accomplished by registering her at the British Registry in Shanghai in the name of J. M. Bow, an employee of the owners, who signed as owner of forty-sixty-fourths, whereas, as has since been admitted, he had no interest in her whatsoever. A dispute with the charterers led to the owners regaining possession of the ship, and then to the transaction which led to the recent proceedings. The Maori King was chartered to Messrs. Zimmerman and Co., an American firm of which a good deal has been heard in the Courts of Shanghai, and after being fitted up with bunkers, she proceeded to Vladivostok. There she shipped 921 Manchurian coolies and 217 Russians, for work on a railway in Mexico. There appears to be little doubt that the coolies were deceived as to their destination, their contracts stating it to be Hongkong, and when they discovered that they were bound for Mexico there was a succession of disturbances on board there that had a fatal issue. The incident of this voyage are the blackest page in the vessel's history, and they aroused a storm of indignation on the Pacific Coast. On the ship's return to Shanghai a Board of Trade Inquiry into the circumstances attending the death of one of the coolies brought to light the fact that the vessel was improperly registered. By order of the British Minister at Peking notice to prove British ownership was served upon the charterer, and as no proof that she was British owned was forthcoming, she was seized and brought to Court for adjudication.

The circumstances of the case, as the learned Judge stated in his judgement, are peculiar, of great importance, and in many respects a novel. No action of the kind had hitherto been brought under the Merchant Shipping Act of 1894 and 1906, though several cases involving forfeiture arose under the Merchant Shipping Act of 1894. Misses Ginsburg & Co., the real defendants to the action, admitted that the Maori King was not British owned, that she was wrongfully registered, and that she had no right to use the British flag, and such allusions of the Crown as were not admitted were proved in the course of the hearing. The real issue then became whether the Court could exercise discretion, and if so, whether, upon equitable considerations, the decree for forfeiture should not be made. The defendants argued that differences between the wording of the Act of 1894 and the Act of 1894 and 1906 gave the Court a discretionary power equivalent to the merciful consideration of the Crown referred to in a case decided under the old Act. The learned Judge has held that such a discretion would have been clearly indicated, and has upheld the contention of the Crown Advocate that in Section 76 of the Merchant Shipping Act of 1894 the word "and" cannot be read as "or," thus precluding any such interpretation as that put forward by the defence. The Court agreed also with the submission of the plaintiff that the main difference between the relevant sections of the old and new Acts lies in the fact that at the present day forfeiture arises from adjudication and not from the act of wrong registration. Even laymen must have found some satisfaction in the conflict that has raged around the exact meaning of a few common-place phrases, and food for reflection is provided in the thought that while an Act of Parliament means what it says, days may be taken up by arguments as to the exact meaning of a word of three letters. The decision itself came as no surprise to those who had followed the case through its final stages. In the learned Judge's able exposition of the reasons which led him to come to the decision he did, the facts of the case stand out in the clearest light, unenumbered by masses of technical argument which could only be appreciated by those well versed in legal dialectics. The operation of the Merchant Shipping Acts may seem harsh, but as was pointed out in the judgement, the owners were afforded every facility in establishing their rights; in fact from the Court and the prosecution they received every indulgence they could reasonably expect. At the last moment, when the case came on for trial, Ginsburg & Co. were allowed to appear as persons interested, and an adjournment was granted to enable them to plead.

The forfeiture of a steamship is a severe penalty, and considerable sympathy will be felt for Ginsburg & Co., who are a reputable Russian firm, as there is no doubt that their punishment is in a large measure due to the wrong-doing of others. It is indeed a matter for regret that there appears to be no way of bringing home to the parties actually responsible for shipping these unfortunate coolies an adequate punishment for their sinfulness. The crime of trafficking in human beings is particularly abhorrent to modern civilization, especially when, as in this case, it is virtually undisputed that the coolies are shipped under false pretences. Though the registration of the Maori King, and the use by her of the British flag, were undoubtedly illegal, it is probable that her owners would have escaped punishment had she carried any but human freight on that voyage across the Pacific. It was the incitement of the trip to Mexico that put the British authorities upon inquiry. It must be remembered, also, that it is very much open to doubt whether the mere carrying of coolies from Vladivostok to Mexico is, in itself, an illegal act. The sentiments of the British nation

COUNT TOLSTOY'S JUBILEE

A VIOLENT ATTACK.
The "Veteh," one of the most prominent organs of the Union of the Russian People, publishes the following comments on the approaching celebration of Count Leo Tolstoy's 80th birthday.—

"Anniversaries are usually celebrated in the case of persons who have distinguished themselves by any remarkable services. Let us inquire into the nature of the services rendered to Russia by Leo Tolstoy—services which, according to the shameful articles of the 'Red' periodicals, are to be fitted not only by the entire Russian people, but by the whole world. Tolstoy has certainly been of immense service—not to Russia or Russians, but to Jews and the rest of the Liberal school.

"If the Duma participates in the infamous celebration of which we hear it will be committing the greatest possible crime against Russia and all God-fearing Russians. The address which is to be presented to Tolstoy will doubtless bear millions of signatures—those of the accused and powerfully Jews, of whom there are seven millions in Russia, and of the miserable intellectuals, and the remainder of the Liberal school.

"But neither Duma nor Holy Synod should demean itself by celebrating the anniversary of this impious scoundrel, who has done more harm to Russia than all the brigands of the past together."

RUSSIAN UNIVERSITY LIFE.

The St. Petersburg Press is devoting considerable attention to the expedients adopted by poor University students in order to secure the means of existence while completing their education. An indigent undergraduate of Moscow University has offered to fill the coffers of landholders with the summer supplies of ice, and the following notice has been posted up in the corridor of Tomsk University:—"Comrades—Why beset your ten kopok pieces on outside enterprises when there are willing workers in plenty at the University and the technical school, who can sew decently if not artistically. Being obliged to gain a livelihood, and being desirous of showing my poor fellow-students how they can benefit by the sense of comradeship and solidarity among their fellows, I hereby offer my services as a seamstress. I can sew as well as any ordinary workwoman, and certainly more conscientiously." The list of chaps is attached.

Another notice is as follows:—"Comrades—Don't be surprised. I offer you my services as a barber. I do hair-cutting and beard-trimming for half the charges of professional barbers. I guarantee the quality of my work. Please give me a trial."

WORKMAN INHERITS £365,000.

The most-talked about man in Dublin is Edward Corcoran, the saddler who has inherited a fortune estimated at £35,000 by his solicitor. The nucleus of the fortune was left by John Sullivan, who emigrated from Ireland and prospered so exceedingly in the neighbourhood of Seattle that death found him in September 1900 the owner of real property worth rather more than £100,000.

Since then, with the growth of Seattle, the property has more than trebled in value, in spite of the fact that its allocation has been argued in nearly every court the United States can boast of.

Corcoran is not uplifted by his good fortune. "It is a pity it did not come to me earlier in life," he said, philosophically to an "Express" representative. "Now nothing will induce me to leave County Dublin."

He is a cheerful, vigorous man of sixty-eight, with gout features and a well-set head crowned with a wealth of white hair. Hard work and he will have been companions all his life until two years ago, when he gave up following his trade and placed himself in the care of two of his sons. His son Sam and his two daughters are married.

A good example is set by the people who take care of their teeth—and more of them every year use

Calvert's
Carbolic Tooth Powder

Sold by local Chemists and Stores.

MADE BY

F. C. Calvert & Co., Manchester, Eng.

53—!

For Nervous Exhaustion
CHAPOTEAUT'S
PHOSPHOLYCERATE
OF LIME
The modern restorative of the nervous system.
For convalescence, prostration, insomnia, debility, semi-lunacy, dyspepsia, nervous crisis and insomnias.
It is readily assimilated and promotes digestion.

PHOSPHOLYCERATE SYRUP
(CHAPOTEAUT)PHOSPHOLYCERATE WINE
(CHAPOTEAUT)PHOSPHOLYCERATE CAPSULES
(CHAPOTEAUT)

8, Rue Vivienne, PARIS-FRANCE.

SANG MOW.
BATTAN AND GEASS
FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &

LONG CHAIRS.

BAMBOO BLINDS, MATTINGS

in all colours in Sale.

All Orders receive prompt attention.

59, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 20th February, 1908.

623

PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities.

WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?

They are high-class and absolutely SAFE SECURITIES, payable to Bearer issued by the various Governments and Municipalities of Europe; they are redeemable at periodic Drawings either with CASH PREMIUMS varying from £40 to £40,000 or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS.

Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 1/- to £2.

Lists of Drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GLYN & CO.,

3, RUE DE LA BOUCHE.

PARIS (France). 360

PREMIUM BOND DEALERS.

PARIS (France).

360

SHIPPING.

ARRIVALS.

BRITOMART, British gunboat, 710, Lt.-Comdr. F. B. Noble, 28th April—Shanghai 25th April.

CARAVELLES, French str., 1,071, Sodera, 29th April—Cardiff 17th April, Coal—Mosaiores Maritime.

CASE DIEDERICHSSEN, German str., 774, T. Kayser, 29th April—Haihong 24th, and Hiohong 27th, Rice and General—Jehson & Co.

DELTIA, British str., 4,743, C. L. Daniel, 29th April—Bombay April 15th, and Singapore 5th, Mail and General—P. & O. S. N. Co.

DEVAWONGSE, German str., 1,157, Rohwald, 29th April—Bangkok April 20th, and Swallow 28th, Rice and Timber—Butterfield & Swire.

DUNHAR, British str., 1,900, A. R. Lee, 28th April—Mali 23rd April, Coal—Shewan, Tong & Co.

EASTERN, British str., 2,272, W. G. McArthur, 29th April—Australia via Sydney 8th April.

GEMINI, Genoa, 1,067, A. E. Hodges, 29th April—Consi Ports 23rd April, General—Douglas, Laprade & Co.

JOHN MAHOU, Japanese str., 702, H. S. Smith, 29th April—Tamsui via Amoy and Swatow 23rd April—General—Osaka Shōten Kaisha.

MAUSUNG, British str., 1,644, R. Houghton, 29th April—Sandakan 23rd April, Timber and General—Jardine, Matheson & Co.

NORD, Norwegian str., 735, Haraldsen, 28th April—Cape 21st April, General—Aagaard, Thoresen & Co.

PROGRESS, German str., 697, D. Struve, 29th April—Hongkong 26th April, Coal—Siemens & Co.

TJIMAH, Dutch str., 2,476, J. Brouwers, 29th April—Batavia 4th, and Macassar 20th, General—Java-China-Japan Line.

WING-NG, British str., 29th April—Canton, YEDO MARU, Japanese str., 3,227, T. Hamada, 29th April—Mali 23rd April, Coal—Mitsui Bussan Kaisha.

CLEARANCES

AT THE HONGKONG MASTERS' OFFICE, 29th April.

Bonham, French str., for Saigon.

Hilary, German str., for Batavia.

DEPARTURES.

23rd April.

DRIFAR, Norwegian str., for Bangkok.

FUKUSHI MAHO, Japanese str., for Swatow.

HADIAN, French str., for Haiphong.

HONGWAN I, British str., for Amoy.

HUICHUNG, British str., for Singapore.

INAI MARU, Japanese str., for Canton.

ITAKA, German str., for Shanghai.

KWANTUNG, Chinese str., for Shanghai.

LIEBEKA, German str., for Singapore.

LOTAL, German str., for Cowie (Brit. Borneo).

MICHAEL JESSEN, German str., for Moji.

NINGCHOW, British str., for Saigon.

NORD, Norwegian str., for Canton.

PRONTO, Norwegian str., for Haiphong.

YANOTSZE, British str., for Shanghai.

YETOBOKU MARU, Japanese str., for Singapore.

SHIPPING REPORTS.

The British str., *Moving*, reports: Fine weather and smooth sea till with 150 miles of Hongkong, then strong E. N. E. wind, high and hazy weather to arrive.

VESSELS IN DOCK.

April 29th.

ABEGEEN DOCKS—KOWLOON DOCKS—Soregon, Chantaboon,

Hawking Empress of Japan, Anna

COSMOPLITAN DOCKS.—

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAICHING,"

Capt. A. E. Hodges, will be despatched for the above Ports TO-MORROW, the 1st May, at 10 A.M.

For Freight or Passage apply to DOUGLAS, LAPRAK & CO., General Managers, Hongkong, 28th April, 1908. 772

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."

Captain T. H. Hide, R.N.E., carrying His Majesty's Mail, will be despatched from this for Bombay & Co. on SATURDAY, the 2nd May at Noon, taking passengers and cargo for the above port in connection with the Company's as "MONGOLIA," 9,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London, (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c. will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 13th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.

For further particulars apply to F. J. ABBOTT, Acting Superintendent, Hongkong, 20th April, 1908.

CHINA COMMERCIAL S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"LANDRAT SCHIEFF."

Captain H. Grandt, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 2nd May, 1908.

For Freight or Passage apply to CHINA COMMERCIAL S. CO., LTD., Hotel Mansions, Hongkong, 24th April, 1908.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & KG.	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DEVANHA	Brit. str...	—	T. H. Hide, R.N.R.	P. & O. S. N. Co...	On 2nd May, at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	NOEL	Brit. str...	—	G. Philippo	P. & O. S. N. Co.	About 8th May.
LONDON, HAMBURG & ANTWERP...	DELBOSCHIEBIE	Brit. str...	—	SHEWAN TOMES & CO.	SHEWAN TOMES & CO.	About 15th May.
ANTWERP & HAMBURG VIA STRAITS, &c.	LYDIA	Ger. str...	k. w.	Meyer	HAMBURG-AMERIKA LINIE	About 10th May.
HAVRE & HAMBURG VIA STRAITS, &c.	SELENA	Ger. str...	k. w.	Bahlo	HAMBURG-AMERIKA LINIE	On 7th May.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str...	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 24th May.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str...	k. w.	Girstebriu	HAMBURG-AMERIKA LINIE	On 5th June.
AUSTRALIA	AUSTRALIEN	Fr. str...	—	Salmer	HAMBURG-AMERIKA LINIE	About 5th May.
YAPAN	HAKUCHI MARU	Jap. str...	—	Verron	MESSAGERIES MARITIMES	On 12th May, at 1 P.M.
YAPAN	HITACHI MARU	Jap. str...	—	H. Fraser	NIPPON YUSEN KAISHA	On 18th May, at D'light
YAPAN	INDIEN	Dan. str...	—	F. E. Cope	NIPPON YUSEN KAISHA	On 27th May, at D'light
YAPAN	YOROKI	Set. str...	—	J. Randermann	MELCHERS & CO.	Beginning of May.
CHINA	CHINA	Aus. str...	—	A. Petris	SANDER, WEILER & CO.	On 6th May, at No. 1.
YAPAN	VORNEJ	Rus. str...	—	...	MELCHERS & CO.	About 25th May.
YAPAN	LOWTHER CASTLE	Aus. str...	1 m.	...	SHEWAN TOMES & CO.	About 31st May.
YAPAN	SATSUMA	Brit. str...	2 m.	R. Swain	CANADIAN PACIFIC R. CO.	On 7th May, at 1 P.M.
YAPAN	EMPERESS OF JAPAN	Brit. str...	—	...	CANADIAN PACIFIC R. CO.	On 20th May, at Noon.
YAPAN	GLENFARG	Brit. str...	—	...	NIPPON YUSEN KAISHA	On 19th May, at 4 P.M.
YAPAN	TANGO MARU	Jap. str...	—	...	DODWELL & CO., LTD.	On 14th May.
YAPAN	KUMERIC	Aus. str...	—	...	...	On 23rd May, at 4 P.M.
YAPAN	AKI MARU	Jap. str...	—	...	...	On 9th May, at D'light
YAPAN	CLAN MACMILLAN	Brit. str...	1 m.	...	...	On 13th May, at Noon.
YAPAN	LANDRAT SCHIEFF	Ger. str...	—	...	...	On 24th June.
YAPAN	CHINGTU	Brit. str...	—	...	...	Quick despatch.
YAPAN	KUSANO MARU	Jap. str...	—	...	...	On 21st May, at 3 P.M.
YAPAN	PRINZ SIGISMUND	Ger. str...	—	...	...	On 12th June, at Noon.
YAPAN	YAWATA MARU	Jap. str...	—	...	...	About 7th May.
YAPAN	CANDIA	Brit. str...	—	...	...	To-morrow, at 4 P.M.
YAPAN	HOPSON	Brit. str...	—	J. M. Hay	...	About 1st May.
YAPAN	PEINZ-SIGISMUND	Ger. str...	—	D. Lenz	...	...
YAPAN	TSINAI MARU	Brit. str...	1 m.	...	...	On 23rd May, at 4 P.M.
YAPAN	HARATA MARU	Jap. str...	—	...	...	On 9th May, at D'light
YAPAN	NAKASAKI MARU	Jap. str...	—	...	...	On 13th May, at Noon.
YAPAN	VIADIVOSTOK	...	—	...	...	On 24th June.
YAPAN	TIENSIN	VIA SWATOW & CHEFOO	—	...	...	Quick despatch.
YAPAN	CHONGSHING	Brit. str...	—	H. Koops	JAVA-CHINA-JAPAN LIJN	On 2nd May, at Noon.
YAPAN	WINGSANG	Brit. str...	—	V. McClymont-Lindell	JAVA-CHINA-JAPAN LIJN	On 1st May, at 12 noon.
YAPAN	DELTA	Brit. str...	—	H. G. Walker	JARDINE, MATHERSON & CO., LD.	On 2nd May, at D'light
YAPAN	KUTANG	Brit. str...	1 m.	C. L. Daniel, R.N.E.	JARDINE, MATHERSON & CO., LD.	On 2nd May, at 4 P.M.
YAPAN	SHAOHSING	Brit. str...	—	Bradley	JARDINE, MATHERSON & CO., LD.	On 2nd May, at Noon.
YAPAN	CHOYSANG	Brit. str...	—	Robertson	JARDINE, MATHERSON & CO., LD.	On 4th May.
YAPAN	TIJIMAH	Brit. str...	—	Lishman	NIPPON YUSEN KAISHA	On 4th May.
YAPAN	SCANDIA	Ger. str...	k. w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 6th May.
YAPAN	SHOGU MARU	Brit. str...	—	...	...	On 6th May, at 10 A.M.
YAPAN	BUREAU	Brit. str...	—	M. Nemoto	...	About 6th May.
CEYLON	ERNEST SIMONE	Brit. str...	—	H. Formas	MELCHERS & CO.	On 11th May, P.M.
YAPAN	ANDALUSIA	Brit. str...	—	G. W. Babot	MESSAGERIES MARITIMES	On 14th May.
YAPAN	YAMADA	Brit. str...	—	Girard	HAMBURG-AMERIKA LINIE	Quick despatch.
YAPAN	YINGCHOW	Brit. str...	—	Pand r.	JAVA-CHINA-JAPAN LIJN	On 3rd May, at 4 P.M.
YAPAN	JOSEN MARU	Brit. str...	—	...	...</td	

POST OFFICE NOTICE

FOR	FROM
Choofoo and Newchwang	Delta
SHANGHAI	Wingong
Shanghai	Sui Tai
Macao	Curt Dickinson
Hollow and Haiphong	Kaiyomo
Shanghai, Dainy and Chamulpo	Hai-ch'ing
Swatow, Amoy and Foochow	Sui Tai
Huico	Bonsong
Moji	Tuensang
Manila	Manchuria
SHANGHAI, NAGASAKI, KOREA, YOKOHAMA,	Kutang
HON-LULU and SAN FRANCISCO	Zaitro
Shanghai, Yokohama, Kobe and Moji	Numania
Manila	Chongang
Moji, Yokohama and Portud	Chongsing
Shanghai	Printed Matter and Samples
Europe &c., India via Tuticorin	Postage 10 cents
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)	Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	The Parcel mail will be closed to-morrow, at 5 p.m.
Macao	Registration
Singapore, Penang and Calcutta	Kowloon
Shanghai	H.O. 10.00 A.M.
Moji and Saling Cruz	No late fee
Swatow, Amoy and Tamsui	Letters ... 11.00 A.M.
Amoy and Shanghai	Saturday, 2nd, 1.15 P.M.
Manila	Saturday, 2nd, 10.00 A.M.
Europe, S.C., India via TUTICORIN	Saturday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)	Saturday, 2nd, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Saturday, 2nd, 10.00 A.M.
Amoy	Sunday, 3rd, 10.00 A.M.
Kobe and San Francisco	Tuesday, 5th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOREA, YOKOHAMA,	Wednesday, 6th
VICTORIA and VANCOUVER (B.C.)	Printed Matter and Samples
Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Registration, 10.00 A.M.
Europe, S.C., India via TUTICORIN	(Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)	No late fee
Manila	Letters ... 11.00 A.M.
Amoy	Thursday, 7th, 9.00 A.M.
Manila	Thursday, 7th, 11.00 A.M.
YORK	Printed Matter and Samples
Timah	Registration, 2.00 P.M.
Claus Macmillan	(Registration, with late fee of 10 cents, up to 2.45 P.M.)
Express of Japan	Registration, 2.00 P.M.
Loongang	No late fee
Rubs	Letters ... 3.00 P.M.
Manila	Friday, 8th, 3.00 P.M.
Manila	Saturday, 9th, 10.00 A.M.

BEST FOR THE BAR.
BEST FOR THE CLUB.
BEST FOR THE HOME.
BEST FOR THE SICK ROOM.

SAYER'S

THREE STARS BRANDY.

SOLE AGENTS:

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

38

VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China str. *Ongard* from Calcutta and the Straits left Singapore for this port on the 23rd inst. afternoon and may be expected here to-day.

The Indo-China str. *Kumsung* from Calcutta and the Straits left Singapore for this port on the morning of the 29th inst., and is due here on or about the 3rd prox.

THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru* sailed from Yokohama on the 19th inst. and is due to arrive in Hongkong via Kobe, Nagasaki and Manila to-morrow.

The O. & G. str. *Azia* sailed from Yokohama on the 27th inst. and is due to arrive in Hongkong via Kobe, Nagasaki and Shanghai on Wednesday, May 6th.

THE GERMAN MAIL.

The I.G.M. str. *Friedrich Sigismund* left Sydney on Thursday, the 9th inst. at 10 p.m., and may be expected here on or about Saturday, the 2nd prox.

The T.K.K. str. *Nippon Maru* sailed from Yokohama on the 26th inst. and may be expected here on or about the 4th prox. p.m.

The I.G.M. str. *Buelow* carrying the German Mail with dates from Berlin of the 7th inst. left Colombo on Saturday, the 25th inst. a.m. and may be expected here on or about Tuesday, the 5th prox. p.m.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* left Vancouver for Hongkong, via usual ports of call, on the 15th inst.

MERCHANT STEAMERS.

The str. *Kelvin* left Singapore on Thursday, the 23rd inst. and is due here to-day.

The Danish str. *Indien* left Shimonesaki on the 26th inst. and may be expected here on or about Sunday, the 3rd prox.

The N.Y.K. str. *Moyer Maru* (Bombay Line) left Singapore for this port on the 27th inst. and is expected here on the 3rd prox.

The N.Y.K. str. *Tango Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 24th inst. and is expected here on the 6th prox.

BOERENKOS, Bank's Buying Rate, \$10.85

GOLD LEAF, 100 fine per troy, \$56.70

BAR SILVER, per oz., 241.

SUBSIDARY COINS.

per cent.

Chinese 20 cents pieces \$3.55 discount.

10 " " 8.90 "

Hongkong 20 " " 8.15 "

10 " " 8.40 "

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA &c.,
and for
PRIVATE RESIDENTS AT THE OUTPORTS

A Comprehensive and Complete Record

NEWS OF THE FAR EAST

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HONGKONG WEEKLY

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JOINT STOCK SHARES.

Hongkong, April 29th.

COMPANY, PAID UP, QUOTATIONS.

Alhambra \$200 Nominal

Bank \$125 sales London 272-10.

Hongkong & Shantou \$125

National B. of China \$60 buyers

Bell's Asbestos E.A. \$125

China-Borneo Co. \$125 sellers

China Light & P. Co. \$100 buyers

China Provident \$100 buyers

Cotton Mills \$100

Ewo. \$100

Hongkong \$100

International \$100

Lau Kong Mow \$100

Shoeyee \$100

Dairy Farm \$100

Books and Wharves \$100

H. & W. Dock \$100

New Anoy Dock \$100

Shanghai Dock \$100

Shanghai & H. Wharf \$100

Fenwick & Co., Geo. \$100

Great Island Cement \$100

Hongkong J. & G. \$100

Hongkong Electric \$100

Hongkong Hotel Co. \$100

Hongkong Ice Co. \$100

H.W. Milling Co. \$100

In Liquidation \$100

Hongkong Rope Co. \$100

Insurances \$100

Canton \$100

Chinaman \$100

China Traders \$100

Hongkong Bro. \$100

North China Union \$100

Yangtze \$100

Land and Building \$100

Humphrey's Estate \$100

Kowloon Land & B. \$100

West Point Building \$100

Mining \$100

Charbonnages \$100

Raubs \$100

Peak Tramways \$100

Philippine Co. \$100

Refineries \$100

China Sugar \$100

Luzon Sugar \$100

Steamship & Manuf. \$100

China Manuf. \$100

Douglas Steamship \$100

H. Canton & M. \$100

Indo-China S.N. Co. \$100

Shell Transport Co. \$100

Star Ferry \$100

Do. New \$100

South China M. Post. \$100

Steam Laundry Co. \$100

Stores & Dispensaries \$100

Campbell, M. & Co. \$100

Powell & Co., Wan \$100

Watkins \$100

Watson & Co. A. S. \$100

Weissenthal, Ld. \$100

United Asbestos \$100

Do. Founders \$100

Union Waterboat Co. \$100

VERNON & SMYTH.

HONGKONG TIDE-TABLE.

From April 30th to 6th May, 1908.

HIGH WATER.

LOW WATER.

HONGKONG Mean Time.

HONGKONG Mean Time.

HONGKONG Height.

HONGKONG Height.</